361 *Aden*

133 passengers from ships) and Ma'alla are built on the northern and western slopes of Jebel Shamsan, the highest peak of the volcanic range of hills surrounding Crater. Jebel Shamsan is quite a presentable hill, for it is just over 1,700 ft. in height and was at one time adorned with a signal station.

361 The isthmus which joins Aden to the mainland is called
133 Khormaksar and is as flat as the proverbial pancake. During
132 the monsoon winds of summer it is a hellish place of drifting
508 sand and it is here that the Royal Air Force have their station;
707 the military and civil airport are also here. Close by the airport
361 are the houses of the more senior civil and military officials
647 and a few ordinary folk, who are, on the whole, much better
648 paid than the officials, but of course not nearly so important. Originally there were only two rows of houses, one of brown houses and the other of white houses, and since they were inhabited mainly by officials, they were, not unnaturally, known as Downing Street and Whitehall. Now there are rows and rows of houses, all variations of the usual colonial box theme in architecture, incredibly ugly but reasonably comfortable, but I am glad to say Whitehall and Downing Street are still the really fashionable roads.

361 At the northern and landward end of the isthmus there is the
351 town of Sheikh Othman with its pleasant gardens so well known to many tourists. Sheikh Othman was also, until quite recently, well known in a less desirable way to visitors and residents alike, but in modern times morals seem to have improved, and while the gardens have been enlarged, the other
361 attractions have been reduced. The town was not acquired by
648 any splendid feat of arms, but by a purely commercial trans-
175 action. It was bought from the Sultan of Lahej in 1882. Aden, on the other hand, was invested in 1839 by an armed expedition from India, carried in ships of the Indian Navy. The reason for this expedition is said to have been to punish an outrage which had occurred when the crew of an English ship wrecked on the coast near Aden were maltreated. In point of fact the probabilities are that the reason for our somewhat drastic action was because we wished to control the only good harbour between India and Egypt and use it as a coaling station

CHAPTER EIGHT

Protectorate Development

THE people of all the States of the Protectorate are, for the most part, hardworking and competent farmers depending as they do primarily on agriculture for their living. Fate has not treated them very kindly, having so arranged matters that the areas with the most tillable land have the smallest rainfall. The absence of rain is compensated for in some places by the presence of water-courses which, though dry for most of the year, become flooded during the late summer and autumn when there is, normally, heavy rain in the hills. These flood waters have, in Lahej and in Abiyan and in one or two other areas, been harnessed and an irrigation system spreads the water over the land and the vaiuable cotton and other crops are the result.

The idea of developing the Abiyan plain was conceived by Brian Hartley, the then Director of Agriculture in 1940, when shortage of foodstuffs, due to the World War, turned everyone's thoughts to finding alternative local sources of supply which would not be affected by shortage of shipping and the interruption of normal sea communications. Abiyan is a flat open plain triangular in shape with the apex buried in the Yafa hills and the broad base along the shores of the Gulf of Aden and the Indian Ocean. It slopes gently from north to south and it is intersected by two large Wadis, the Bana and the Hassan. These two Wadis run far up into the highlands of the Yemen and every summer the seasonal floods come rushing down them as the rain clouds from the Indian Ocean break over the distant hills. These floods are rich in silt which fertilises the soil on which it is deposited. Hundreds of years ago

3:Gt. Brit. . Colonial Office G-3 (1938) 1940 MM1 Aden MM1

Fakum, the last two on the Little Aden Peninsula, are situated in this area.

(d) The island of Perim.

Description

The Aden Peninsula is high, rocky and of volcanic formation; Jabel Shamsan, its summit, is 1,725 feet (525 m.) high and there are some turreted peaks close to it. The harbour lies westward and north-west of the peninsula. Crater, the main Arab town, is situated at a distance of five miles from the modern harbour and lies in the crater of the extinct volcano on the east of the peninsula.

The isthmus is a flat sandy plain which is barely ½ mile wide at its narrowest point near the peninsula. Cultivation occurs at Sheikh Othman in the form of a large vegetable and fruit garden belonging to the Aden Settlement, but except during the cold weather months produce is very limited. There are also privately-owned date palms there.

Hiswa has several groves of palms, but with these exceptions there is no regular cultivation in the Colony.

Perim

Perim Island, situated in the Straits of Bab-el-Mandab, is bare, rocky and rather flat in appearance; its highest point, about a mile northward of its southern extremity, is 214 feet (65 m.) high. The surface of the island is grooved with dry water courses and covered with coarse grass and stunted shrubs, the subsoil being sand and conglomerate coral. Perim Harbour and False Bay, a small shoal light, lie on the southern side of the island. Perim was at one time of importance as a coaling station, and the Eastern Telegraph Company and Lloyd's were represented there. There are now no commercial concerns on the island.

Climate

There is a third-class meteorological observatory in Aden under the superintendence of the Medical Officer in charge of the European General Hospital. The minimum day temperature recorded was 69·1 in February, 1938, and the maximum was 101·5 in July, 1938. The rainfall totalled 1·59 centimetres. Hot sandy winds prevailed as usual during the south-west monsoon. There are no crops in Aden, which depends on supplies from other countries, principally India and the interior.

The climate of Aden from October to April, i.e., during the north-east monsoon, is cool and pleasant, especially from November to February. During the south-west monsoon, i.e. in July and August, strong winds prevail which give some relief from the damp airless heat of May, June and September. Sandstorms are apt to occur in the months of May, June, July and August. These come from a northerly direction usually a short time before sunset and are often

3 Gt. Brit. Colonial Office G-3 (1938) 1940 MM1 Aden MM1

132 very intense, though usually of short duration. The weather during July and August is frequently very hazy, and it is not uncommon for ships to pass quite close to Aden without picking up the land.

154 204 Meteorological records are maintained at the European General Hospital and the data are published in the Aden Colony Gazette weekly.

History

504 Aden has been a place of importance historically owing to its possession of the only good harbour situated on the main ocean trade route between Egypt and India and to the fact that it is easily defensible.

487 Prior to the discovery of the Cape route in the fifteenth century the trade followed much the same course as the main trade route between the East and the West does today, i.e. across the Indian Ocean to Aden, thence up the Red Sea and across Egypt to the Mediterranean. From the earliest times the great Empires of the world realised the importance of Aden. During the time of the Romans at least two endeavours were made by them to capture the Red Sea trade and they sent an unsuccessful expedition against Aden. The discovery of the Cape route at the end of the sixteenth century diverted the major portion of the trade from the old Red Sea route, and in consequence the port of Aden declined. Aden 175 was attacked by the Portuguese in 1513 and 1516, and was for a time occupied by them. It was captured by the Turks in 1538 and remained in their hands about 100 years until the Yemen Arabs rebelled and drove them out. Aden thus passed under the Imams of Sana' who have never renounced their claim to it. In 1728 the Sultan of Lahej, the Ruler of the territory adjacent to Aden, revolted and established his independence, and included Aden in his Sultanate. The decline of Aden continued until its capture by the British in 1839, when it was only a village of 500 inhabitants. Financial negotiations with the Sultan of Lahej having failed, the plundering of an Indian ship on the coast near Aden resulted in an expedition being sent from Bombay by the East India Company under Major Bailey and Captain Haines of the Indian Navy. The fortress was captured on 19th January, 1839, and Captain Haines became the first British Resident.

The replacement of sailing ships by steam vessels was one of the reasons which led to Aden's occupation by the British, and the revival of the Red Sea route and the opening of the Suez Canal in 1869 regained for the town its old importance. As a result of the [61] increased prosperity of Aden since the British occupation the 504 population has risen from 500 to 46,000. The modern commercial prosperity of Aden is primarily due to the fact that it is an important fuelling station, originally for coal and now for coal and oil. It is nearer than any other large port on the main eastern trade route to the Anglo-Iranian Oil Company's production centre in the Persian

4:Gt. Brit., Colonial Office G-3 (1937) 1939 MM1 Aden MM1

DESCRIPTION.

The Aden peninsula is high, rocky and of volcanic formation; Jebel Shamsan, its summit, is 1,725 feet (525 m.) high and there are some turreted peaks close to it. The harbour lies westward and north-west of the peninsula. Dwelling-houses and shops are constructed on the ridges of the mountain and in the valleys between them where the ground is normally level. Crater, the main and original town, is situated at a distance of five miles from the modern harbour and lies in the extinct volcano on the east of the peninsula.

The isthmus is a flat sandy plain on which has been laid out the aerodrome and lines of the Royal Air Force, the Naval wireless station, the Aden Protectorate Levy lines, and the golf course. Owing to lack of building space at Tawahi, dwelling-houses for senior Government officials have recently been constructed here. It is only 1,320 yards wide at its narrowest point near the peninsula. Cultivation occurs at Sheikh Othman in the form of a large vegetable and fruit garden belonging to the Aden Settlement. There are also privately-owned date palms there.

Hiswa has several groves of palms, but with these exceptions there is no regular cultivation in the Settlement.

PERIM.

Perim island, situated in the Straits of Bab-el-Mandab, is bare, rocky, and rather flat in appearance; its highest point, about a mile northward of its southern extremity, is 214 feet (65 m.) high. The surface of the island is grooved with dry watercourses and covered with coarse grass and stunted shrubs, the subsoil being sand and conglomerate coral. Perim harbour and False Bay, a small shoal light, lie on the southern side of the island. Perim was at one time of importance as a coaling station, and also from the Eastern Telegraph Company's station and Lloyd's signal station being situated there.

Climate.

There is a third-class meteorological observatory in Aden under the superintendence of the Medical Officer in charge of the European General Hospital. The maximum day temperature recorded was 100·3 in June, and the minimum was 68·1 in December. The rainfall totalled 8 centimetres. Hot sandy winds prevailed as usual during the south-west monsoon. There are no crops in Aden, which depends on supplies from other countries, principally India and the interior.

The climate of Aden from October to April, i.e. during the north-west monsoon, is cool and pleasant, especially from November to February. During the south-west monsoon, i.e. from June to September, a hot sandy wind known as Shimal prevails on the peninsula, but on its western side the breezes are

4:Gt. Brit. . Colonial Office G-3 (1937) 1939 MM1 Aden MM1

from seaward and fairly cool. May, a part of June, and September are generally hot, damp, and airless. Sandstorms occur in the months of May, July and August. These come from a northerly direction usually a short time before sunset and blow very strongly at times up to 10 p.m., the air being so thick with sand that it is only possible to see a short distance, and the temperature falls. During the month of August dense mists occur at times and it is not possible to see across the harbour.

Meteorological records are maintained at the European General Hospital and the data are published in the Aden *Colony Gazette* weekly for the information of the public.

History.

Aden has been a place of importance historically owing to its possession of the only good harbour situated on the main ocean trade route between Egypt and India and to the fact that it is easily defensible. Prior to the discovery of the Cape route in the fifteenth century, the trade followed much the same course as the main trade route between the East and the West does to-day, i.e. across the Indian Ocean to Aden, thence up the Red Sea and across Egypt to the Mediterranean. From the earliest times the great Empires of the world realized the importance of Aden during this period, and during the time of the Romans at least two endeavours were made by them to capture the Red Sea trade and they sent an unsuccessful expedition against Aden.

The discovery of the Cape route at the end of the sixteenth century diverted the major portion of the trade from the old Red Sea route, and in consequence the port of Aden declined. Aden was attacked by the Portuguese in 1513 and 1516, captured by the Turks in 1538 and remained in their hands about 100 years until the Yemen Arabs rebelled and drove them out, Aden thus coming under the Imams of Sana', who have never renounced their claim to it. In 1728 the Sultan of Lahej, the ruler of the territory adjacent to Aden, revolted and established his independence and included Aden in his Sultanate. The decline of Aden continued until its capture by the British in 1839, when its village consisted of 500 inhabitants. Financial negotiations with the Sultan of Lahej having failed, the plundering of an Indian ship on the coast near Aden resulted in its capture by a successful expedition sent from Bombay by the East India Company under Major Bailey and Captain Haines of the Indian Navy. The latter became the first Resident. The desire to establish coaling stations on trade routes, necessitated by the replacement of sailing ships by steamer, was one of the reasons which led to Aden's occupation by the British. The revival of the Red Sea route and the opening of the Suez Canal in 1869 regained for Aden its old importance. As a result of the increased prosperity of Aden since British occupation, the population has risen from 500 to 46,000. The modern commercial prosperity

5:Gt. Brit., Colonial Office G-3 (1947) 1949 MM1 Aden MM1

164 165

Causes of Deaths in 1947

Diseases	*Deaths*
Smallpox	—
Malaria	37
Enteric Fever	5
Other Fevers	223
Dysentery	16
Diarrhoea	265
Phthisis	244
Other Respiratory Diseases	240
Injuries	75
Deaths from child-birth	17
All other causes	701
Birth-rate	30·43
Death-rate: Crude	23·50
Actual	18·59

HOUSING

362 There are four types of housing in the Colony:

342 (*a*) Well-built bungalows or two-storeyed houses of European design, owned by Government or commercial firms and occupied chiefly by Government officials and the European mercantile community.

(*b*) Well-built multi-storeyed stone in lime-mortar structures, owned by the wealthier type of merchant, most of which are owner-occupied.

(*c*) Single- and two-storeyed buildings constructed of rubble stone jointed with mud (clay) mortar. Quite a number of these are also owner-occupied.

(*d*) Single-storeyed "mud brick" buildings. These are situated mostly in Sheikh Othman and many are owner-occupied.

342 All four types have flat timber roofs covered with lime concrete or [132] rammed clay. Pitched roofs are rare, as the average annual rainfall is less than 2 inches, and the roofs are used for sleeping purposes during the hot season.

There is a fifth type constructed of reeds, palm leaves, branches of trees, corrugated iron, and known as *kutcha* dwellings. (*Kutcha* is a Hindustani word meaning "of poor construction".)

362 A slum clearance and rehousing scheme, whereby these *kutcha* huts were to be replaced gradually by mud-brick dwellings with proper sanitary arrangements, was begun under the aegis of the Aden Settlement in 1943, and this policy is being continued by Government. Up to the end of 1947, 80 of these dwellings had been constructed, and a further 116 were scheduled to be begun in 1948.

362 161 During the war and for a period afterwards, for a variety of reasons (principally large military constructional works, increase in the strength

5 Gt Brit., Colonial Office G-3 (1947) 1949 MM1 Aden MM1

and rather flat in appearance; its highest point, about a mile northward of its southern extremity, is 214 feet high. The surface of the island is grooved with dry water-courses and covered with coarse grass and stunted shrubs, the sub-soil being sand and conglomerate coral. Perim Harbour and False Bay, a small shoal-light, lie on the southern side of the island. It possesses a good small harbour on the south-west side, with an entrance 860 yards in breadth, and an emergency landing-ground on the north side.

The climate of Aden Colony is not unhealthy, though the heat and humidity are trying between April and October. During the north-east monsoon—that is, between the latter part of October and April—the climate is generally cool and pleasant. During the south-west monsoon—that is, in July and August—strong winds prevail which give some relief from the damp airless heat of May, June and September. Sandstorms are apt to occur in the months of June, July and August. These come from a northerly direction, usually a short time before sunset, and are often very intense, though of short duration. The weather during July and August is frequently very hazy, and it is not uncommon for ships to pass quite close to Aden without picking up the land.

The rainfall is extremely scanty, and in some years non-existent, but as much as 8 inches have been known to fall in a year.

Chapter 2: History

Aden has been a place of importance historically owing to its possession of the only good harbour situated on the main ocean trade-route between Egypt and India and to the fact that it is easily defensible. Before the discovery of the Cape route in the fifteenth century, the trade followed much the same course as the main trade-route between the East and the West does to-day, across the Indian Ocean to Aden, thence up the Red Sea and across Egypt to the Mediterranean. There can be little doubt that in Roman and earlier times Aden was a port of considerable significance, although its relative importance compared with other towns on the Arabian coast is not at present known. The discovery of the Cape route at the end of the sixteenth century diverted the major portion of the trade from the old Red Sea route, and in consequence the port of Aden declined. Aden was attacked by the Portuguese in 1513 and 1516, captured by the Turks in 1538 and remained in their hands about 100 years, when the Yemen Arabs rebelled and drove the Turks out; Aden thus came under the Imams of Sana, who never have renounced their claim to it. In 1728 the Sultan of Lahej, the ruler of the territory adjacent to Aden, revolted and established his independence, and included Aden in his Sultanate.

The decline of Aden continued until its capture by the British in 1839, when its village consisted of 500 inhabitants. Financial negotiations with the Sultan of Lahej having failed, the plundering of an Indian ship

6:Gt. Brit., Colonial Office G-3 (1948) 1950 MM1 Aden MM1

and False Bay, a small shoal light, lie on the southern side of the island. It possesses a good small harbour on the south-west side, with an entrance 860 yards in breadth, and an emergency landing-ground on the north side.

The climate of Aden Colony is not unhealthy, though the heat and humidity are trying between April and October. During the north-east monsoon—that is, between the latter part of October and April—the climate is generally cool and pleasant. During the south-west monsoon—that is, in July and August—strong winds prevail which give some relief from the damp airless heat of May, June and September. Sand-storms are apt to occur in the months of June, July and August. These come from a northerly direction, usually a short time before sunset, and are often very intense, though of short duration. The weather during July and August is frequently very hazy, and it is not uncommon for ships to pass quite close to Aden without picking up the land.

The rainfall is extremely scanty, and in some years non-existent, but as much as eight inches have been known to fall in a year.

Chapter 2: History

Aden has been a place of importance historically owing to its possession of the only good harbour situated on the main ocean trade-route between Egypt and India and to the fact that it is easily defensible. Before the discovery of the Cape route in the fifteenth century, the trade followed much the same course as the main trade-route between the East and the West does to-day, across the Indian Ocean to Aden, thence up the Red Sea and across Egypt to the Mediterranean. There can be little doubt that in Roman and earlier times Aden was a port of considerable significance, although its relative importance compared with other towns on the Arabian coast is not at present known. The discovery of the Cape route at the end of the sixteenth century diverted the major portion of the trade from the old Red Sea route, and in consequence the port of Aden declined. Aden was attacked by the Portuguese in 1513 and 1516, captured by the Turks in 1538 and remained in their hands about 100 years, when the Yemen Arabs rebelled and drove the Turks out; Aden thus came for a period under the Imams of Sana. In 1728 the Sultan of Lahej, the ruler of the territory adjacent to Aden, revolted and established his independence, and included Aden in his Sultanate.

The decline of Aden continued until its capture by the British in 1839, when its village consisted of 500 inhabitants. The plundering of an Indian ship on the coast near Aden led to the capture of Aden by a successful expedition sent from Bombay by the East Indian Company under Major Bailey and Captain Haines of the Indian Navy. The latter became the first Resident. The need to establish coaling-stations on trade-routes necessitated by the replacement of sailing-ships by steamers was one of the reasons which led to Aden's occupation by the British. The revival

7: Gt. Brit., Colonial Office G-3 (1949-50) 1951 MM1 Aden mm

342 (c) Single and two-storied buildings constructed of rubble stone jointed with mud (clay) mortar. Quite a number of these are also owner-occupied.

(d) Single-storied "mud brick" (clay) bricks sun dried only buildings. These are situated mostly in Sheikh Othman and many are owner-occupied.

[132] All four types have flat timber roofs covered with lime concrete or rammed clay. Pitched roofs are rare, as the average annual rainfall is less than two inches, and the roofs are used for sleeping purposes during the hot season.

There is a fifth type constructed of reeds, palm, leaves, branches of trees, corrugated iron, and known as "*kutcha* dwellings." (*Kutcha* is a Hindustani word meaning "of poor construction".)

362 A slum clearance and rehousing scheme, whereby these *kutcha* huts were to be gradually replaced by mud brick dwellings with proper sanitary arrangements, was begun under the aegis of the Aden Settlement in 1943, and this policy is being continued by Government. Up to the end of 1950, 360 of these dwellings had been completed, and it is planned to begin building a further 80 in 1951.

During the war, and for a period afterwards, due to a variety of reasons (principally large military constructional works, increase in strength of the Garrison, and famine in the hinterland), the floating population increased considerably and, in the absence of proper accommodation, were perforce allowed to construct and live in *kutcha* huts in specially demarcated areas. While control is exercised as far as is possible to prevent epidemics, these areas can only be termed slum areas, and the solution would appear to be the construction by Government of several hundreds of working-class houses, and areas for this purpose are being reserved under the Towr Planning Scheme.

511 The standard of living in these areas is very low indeed, but even
362 this is apparently higher than in the hinterland, as no effort is being made by these people to return home, and any attempt at coercion with mass removal of the hovels would undoubtedly create serious difficulties.

SOCIAL WELFARE AND RELIEF

657 The Labour and Social Welfare Department began work in January,
746 1950, under the direction of the District Commissioner. The activities of the new department were confined largely to a study of conditions, and the presentation to Government of some reports and recommendations. The staff consists of a Labour and Welfare Officer, an Arab Assistant Welfare Officer (trained in the U.K.) and one clerk.

The services and activities usually associated with a Welfare Department are in the main not yet in existence in Aden. There are a certain number of voluntary organisations which carry out excellent work, the majority of these depending on European workers and officials.

7: Gt. Brit., Colonial Office G-3 (1949-50) 1951 MM1 Aden MM1

132 The climate of Aden Colony is not unhealthy, though the heat and humidity are trying between April and October. During the north-east monsoon—that is, between the latter part of October and April—the climate is generally cool and pleasant. During the south-west monsoon—that is, in July and August—strong winds prevail which give some relief from the damp airless heat of May, June and September. Sand storms are apt to occur in the months of June, July and August. These come from a northerly direction, usually a short time before sunset, and are often very intense, though of short duration. The weather during July and August is frequently very hazy, and it is not uncommon for ships to pass quite close to Aden without picking up the land.

The rainfall is extremely scanty, and in some years non-existent, but as much as eight inches have been known to fall in a year.

Chapter 2: History

504 175 Aden has been a place of importance historically owing to its possession of the only good harbour situated on the main ocean trade-route between Egypt and India and to the fact that it is easily defensible. Before the discovery of the Cape route in the fifteenth century, the trade followed much the same course as the main trade-route between the East and the West does today, across the Indian Ocean to Aden, thence up to the Red Sea and across Egypt to the Mediterranean. There can be little doubt that in Roman and earlier times Aden was a port of considerable significance, although its relative importance compared with other towns on the Arabian coast is not at present known. The discovery of the Cape route at the end of the sixteenth century diverted the major portion of the trade from the old Red Sea route, and in consequence the port of Aden declined. Aden was attacked by the Portuguese in 1513 and 1516, captured by the Turks in 1538 and remained in their hands about 100 years, when the Yemen Arabs rebelled and drove the Turks out ; Aden thus came for a period under the Imams of Sana. In 1728 the Sultan of Lahej, the ruler of the territory adjacent to Aden, revolted and established his independence, and included Aden in his sultanate.

The decline of Aden continued until its capture by the British in 1839, when its village consisted of 500 inhabitants. The plundering of an Indian ship on the coast near Aden led to the capture of Aden by a successful expedition sent from Bombay by the East India Company under Major Bailey and Captain Haines of the Indian Navy. The latter became the first Resident. The need to establish coaling-stations on trade-routes because of the replacement of sailing-ships by steamers was one of the reasons which led to the occupation of Aden by the British. The revival of the Red Sea route and the opening of the Suez Canal in 1869 regained for Aden its old importance. As a result of the increased prosperity of Aden since British occupation, the civil

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden MM1

The climate of Aden Colony is not unhealthy, though the heat and humidity are trying between April and October. During the north-east monsoon—that is, between the latter part of October and April—the climate is generally cool and pleasant. During the south-west monsoon—that is, in July and August—strong winds prevail which give some relief from the damp airless heat of May, June and September. Sand storms are apt to occur in the months of June, July and August. These come from a northerly direction, usually a short time before sunset, and are very intense, though of short duration. The weather during July and August is frequently very hazy, and it is not uncommon for ships to pass quite close to Aden without picking up the land.

The rainfall is extremely scanty, and in some years non-existent, but as much as eight inches have been known to fall in a year.

Chapter 2: History

Aden has been a place of importance historically owing to its possession of the only good harbour situated on the main ocean trade-route between Egypt and India and to the fact that it is easily defensible. Before the discovery of the Cape route in the fifteenth century, the trade followed much the same course as the main trade-route between the East and West does today, across the Indian Ocean to Aden, thence up to the Red Sea and across Egypt to the Mediterranean. There can be little doubt that in Roman and earlier times Aden was a port of considerable significance, although its relative importance compared with other towns on the Arabian coast is not at present known. The discovery of the Cape route diverted the major portion of the trade from the old Red Sea route, and in consequence the port of Aden declined. Aden was attacked by the Portuguese in 1513 and 1516, captured by the Turks in 1538 and remained in their hands about 100 years, when the Yemen Arabs rebelled and drove the Turks out; Aden thus came for a period under the Imams of Sana. In 1728 the Sultan of Lahej, the ruler of the territory adjacent to Aden, revolted and established his independence, and included Aden in his sultanate.

The decline of Aden continued until its capture by the British in 1839, when its village consisted of 500 inhabitants. The plundering of an Indian ship on the coast near Aden led to the capture of Aden by a successful expedition sent from Bombay by the East India Company under Major Bailey and Captain Haines of the Indian Navy. The latter became the first Resident. The need to establish coaling-stations on trade-routes because of the replacement of sailing-ships by steamers was one of the reasons which led to the occupation of Aden by the British. The revival of the Red Sea route and the opening of the Suez Canal in 1869 regained for Aden its old importance. As a result of the increased prosperity of Aden since British occupation, the civil population excluding military has risen from 500 to 300,000 (according to the latest estimate).

3:Royal Institute of International Affairs U-4 (no date)1954 M1 Middle East
Aden MMI

sion was made in the Fortress Township for the election of three members, who must be of Aden or British birth; the franchise was limited to males born or resident for a stipulated period in Aden, and with a property qualification which was reduced by half (giving an electorate of about 5,000) after the 1949 election had resulted in the return of an Arab merchant, a Pakistani advocate, and a Parsee merchant.

The climate of Aden Colony and of the southern coast is generally pleasant between November and March. The summer heat, though great, is less intense than that of the interior of Arabia or of Iraq, but this is more than offset by the oppressive humidity between April and October. Rainfall is trifling, but heavy thunderstorms occur irregularly. The town relies for its water-supply on bore-holes at Shaikh Othman, supplemented by supplies in the famous Tanks, which date from pre-Islamic times and were restored for use in 1856. They have a storage capacity of 8 million gallons. Aden is a free port and there are no customs dues except on liquor, drugs, tobacco, motor spirit, and salt. Salt is a government monopoly, and is produced locally in large quantities for export by evaporation from sea-water. The only other local industries are dhow-building, soap manufacture, dyeing, cigarette-making, and fishing.

The present prosperity of the Colony depends on its importance as a bunkering port for coal and oil, for which purposes it handles a tonnage of shipping comparable with that of Liverpool. This balance will be altered when the Anglo-Iranian Oil Company's new 5-million-tons-a-year refinery, begun in November 1952, comes on stream in 1954.[1] Apart from the export of salt (which supplied in 1950 75 per cent of India's imports of that commodity), the bulk of Aden's other trade consists of entrepôt and transhipment between neighbouring countries. The number of vessels, exclusive of country craft (sailing dhows, etc.) which entered the port during 1951 was 4,338 with an aggregate tonnage of 18,715,839, more than double the figure for 1938; the number of country craft was 1,643 with a tonnage of 128,201, a decrease of 17 per cent compared with the previous year. Recent estimates of imports and exports were:

	Imports	*Exports*
	(£ million)	
1948	2·29	1·88
1949	2·73	2·19
1950	3·49	3·25
1951	4·19	3·70
1952	4·71	3·80

(SOURCE: *Digest of Colonial Statistics*, no. 10, September-October 1953).

[1] *Petroleum Press Service*, December 1952.

H 442 648 [635] are bound by protective treaties with Great Britain. Administratively, it is divided into two areas, the Western Aden Protectorate, covering roughly 45,000 square miles in the southwestern highlands, and the Eastern Aden Protectorate, which incorporates the remaining territory and the island of Socotra, about 150 miles from Cape Guardafui, the easternmost point in Africa.

H 133 The geography of the region is characterized by mountains and high plateaus which slope to a sandy plain along the coast and are intersected by deep and often fertile valleys. The topography of Western Aden Protectorate is particularly rugged. Four zones are differentiated: the littoral; the coastal hills reaching up to 2,000 feet in height; the inland plains, with slightly higher elevations; and the interior plateau, at an altitude of 5,000 to 8,000 feet. The dominant feature of the Eastern Aden Protectorate is the Wadi Hadhramaut. The valley, which is broad and well defined, parallels the coast for almost 200 miles before turning southeast toward the sea. It is hemmed in by massive plateaus, with an average elevation of 6,000 feet in the south and 3,500 feet in the north, which are terraced and dissected by numerous secondary wadies. The main valley lies over 100 miles inland, and is separated from the coast by a complex terrain of mountains, steppe and desert.

H 132 Few meteorologic observations have been recorded. Extreme heat, accompanied by high humidity, is encountered in the coastal region during the summer; slightly moderated temperatures at the time of the northeast monsoon, from October to April.

A 132 The mean temperature in the Colony is estimated at 80° F.; 75° F. in the winter and 90° F. in the summer. The daily range is slight in the summer, but cool and sometimes cold nights are experienced during the winter months. The temperatures in the interior vary with the altitude and the season. Marked contrasts exist between the heat of the shut-in wadies and the cooler temperatures of the high plateaus. The rainfall is

A 132 scanty and irregular throughout most of the region. At Aden, it averages about 3 to 5 inches a year, and is normally concentrated in the period from December to April. In contrast, the western highlands receive a summer rainfall which reaches 15 to 20 inches a year in most areas. The precipitation in the Hadhramaut region does not follow a seasonal pattern: it is appreciably lower and often localized in distribution. Torrential thunderstorms sometimes occur, while sandstorms are frequent, especially between May and September.

H 132

POPULATION AND SOCIO-ECONOMIC CONDITIONS

Population

A 161 162 361 The population of the Colony is essentially cosmopolitan and urban in character. According to the last census in 1946, the inhabitants numbered 80,516, including 58,455 Arabs, 7,273 Jews, 4,322 Somalis, 9,456 Indians, 365 Europeans and 645 of other nationalities. Since that date, the population has increased markedly. In 1950, it was officially estimated at 100,000, and was generally believed to approach 110,000 to 120,000. The Arabs are mainly immigrants or descendants of immigrants from the Protectorate and Yemen: in 1946, slightly less than one half were registered as Aden-born. Most of the Jewish community has recently migrated to Israel, with the result that a remnant of less than 2,000 Jews remained in 1951.

A 161 167 563

A 632 162 The Colony consists of two incorporated townships, besides important military installations. The township of Aden, sometimes designated as the Fortress, embraces all the settlements on the Aden peninsula and isthmus. It had over 55,800 inhabitants in 1946, about 36,200 of whom lived in the main town of Crater and 12,000 in the modern harbor sections of Tawahi and Steamer Point. Sheikh Othman, the second township, had about 22,600 residents. It comprises the town itself, situated on an oasis behind the peninsula, several small out-